

THE DAILY DEMOCRAT.

PRINTED AND PUBLISHED BY
HARNEY, HUGHES & CO.,
Office on Third street, between Market
and Jefferson, East side.

TERMS.
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Six months - 1.00
Three months - .50
Single copies - 10 cents
Advertisements by the line, per square, per week - 1.00
By the month - 3.00
By the year - 10.00
For a full and complete list of the various rates and terms of advertising, apply to the publisher.

MANUFACTURES.

Louisville Scale Factory.
No. 10, 11 and 12, Sixth street, near
the river, opposite the old
Jefferson Hotel.

**THE GREAT CLOTHING HOUSE OF
SPROUT & MANVILLE.**
No. 457, CORNER MAIN AND FOURTH STS.
LARGE AND ELEGANT STOCK
of Clothing and the most complete
of the season.

**NELSON & DAVIS, SCALE MAN-
ufacturers.** Nos. 10 and 12, Sixth street, near
the river, opposite the old
Jefferson Hotel.

IRON RAILING WORKS.
Having enlarged my shop,
I am now prepared to do all
kinds of iron railing work,
and at a price that will
compare favorably with
any other establishment.

WILLIAM KAYE.
BELL AND BRASS FOUNDER.
Water street, between First and Second,
No. 12.

NEW YORK
Steam Sugar Refining Company.
DUMESNIL, BELL & CO., Agents,
No. 54, MAIN STREET.

CLIFTON, DAVIDSON & CO.,
BANKERS, CORNER OF MAIN
AND HULL STREETS. Interest allowed
on deposits by special arrangement.

THE NATIONAL HOTEL,
SITUATED AT THE CORNER OF
Fourth and Main streets, is now open for the
accommodation of the public.

MLAUGHLIN & HUGHES,
House, Sign, and Steamboat Painters,
GLASS STAINERS & DECORATORS.

M. ZIMMER,
WIG MAKER,
No. 90 Fourth st.

Carier & Jonett,
FORWARDING AND GENERAL
Commission Merchants, Louisville, Ky.

J. R. WINTER,
Wholesale and
Retail Dealer in, and Manufacturer of,
Carriage Harnesses, Saddles, and
all kinds of Harnesses.

PETER SMITH,
Flour and Commission Merchant,
No. 54, Main street, between Second and Third.

Dr. LOEWENTHAL, LASKI,
PHYSICIAN, OPERATOR, AND
Dentist, No. 10, Main street, between
Second and Third.

FRED. DEL BONDIO,
COMMISSION MERCHANT,
No. 7, Lafayette street, New Orleans.

FOR THE SALE OF BUTTER,
Cheese, Lard, Flour, Wheat, Potatoes, Onions,
and all kinds of Produce, at the
lowest prices, at the
Exchange and Banking House of
RUTCHINGS & CO.,
NEWCOMB'S BUILDING, COR-
NER OF MAIN AND BULL STREETS.

**Exchange and Banking House of
RUTCHINGS & CO.,**
NEWCOMB'S BUILDING, COR-
NER OF MAIN AND BULL STREETS.

POE, RINGLE & CO.,
GENERAL COMMISSION AND
Forwarding Merchants, No. 8, Columbia street,
between Third and Fourth.

THE DISOLUTION.
The partnership heretofore existing
between the undersigned, for the purpose
of conducting a business in the
city of Louisville, has this day
been dissolved.

THE FIRM OF BLOCK & GEIER
has this day dissolved, and the
business heretofore conducted by
them, is now being conducted by
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DEYING & CLOTHING.

NO HUMBURG, LIKE OTHER
places, Fr. Wehr, Silk and Fancy Dress,
has removed to his new store, on
Main street, between Third and
Fourth.

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SPROUT & MANVILLE.**
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DEMOCRAT.

SATURDAY, - JANUARY 26, 1856.

Report of the Secretary of War.

WAR DEPARTMENT,
WASHINGTON, Dec. 8, 1855.

Sir: I have the honor to submit the following report of the operations of the army for the past year, and to lay before you the reports of the heads of the several bureaus of the War Department, and communications from other officers of the army.

The authorized strength of the army (as now posted) is 17,667 officers and men, but the actual number of troops at the date of the latest returns, the actual strength, is 15,732. The recruits have been steadily increasing, and the army is now in a better condition than it has been for many years.

The general distribution of the troops remains about the same as last year, but the number of troops in the several departments has been increased, and the army is now in a better condition than it has been for many years.

The operations of the army for the past year have been successful, and the army is now in a better condition than it has been for many years.

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TRANSPORTATION

Hawkins' Omnibus Line
LEAVES MIDDLE-
 town every morning (Sundays excepted) at 6 o'clock and arrives at Louisville at 10 o'clock.
Leaves Louisville at 4 o'clock, and arrives at Middle-
town at 6 o'clock P. M.
 Passengers will be called for who leave their names at
 White's stable, on Third street, opposite the post office,
 or at Kirk's stable, on Fifth street, near Main.
 Fare from Louisville to Middle town Fair Grounds 10 cents; to
 Gilman's 10 cents; to Middle town Fair Grounds 10 cents.
 Comfort, cheapness, speed, and safety are what we

**FOR WASHINGTON CITY,
Baltimore, Philadelphia,
NEW YORK, & C.**
Most direct through Line for the East.
BALTIMORE & OHIO

RAILROAD!
THIS GREAT WORK OF INTER-
national improvement (379 miles from Wheeling to Baltimore, and 408 to Washington) was opened to the public in January 1906, and has now been fully tested and approved, both as a freight and passenger route. This road is located in a romantic country, is solidly constructed, and equipped, and carefully managed, and is rendered an attraction as well as a safe line for travelers. The late completion of the

THE ONLY THROUGH TICKETS BETWEEN LOUISVILLE AND THE NATIONAL METROPOLIS are now available, and they can be obtained without the delay of passing through Baltimore. It is also the only line by which baggage can be checked to the city of the future. The new line, which is a coal line, makes a direct connection with the Railroad to Philadelphia and New York, etc.

Passengers going East from Louisville, may proceed to Baltimore, and there take the Railroad to Philadelphia to connect with this line, or may leave Louisville by the Jeffersonville Railroad direct.

pass, where they arrive so as to connect with the train of the Little Miami Railroad at A. M. (or P. M.) for Columbus, connecting there with Central Ohio Railroad train for Cincinnati. The train will arrive in Cincinnati at the opposite Newland station, 4 miles below Wheeling. At this place the connection with the S. and O. Railroad is made. By express train on this route, the time from Cincinnati to Columbus is less than 2 hours, and to Washington less than 2 1/2 hours.

THROUGH TICKETS are sold as follows: By mail from Cincinnati to Columbus, \$1.00; to Philadelphia, \$1.25; to Baltimore \$1.75; to Philadelphia, \$1.85; and to New York, \$2.50. The head of F. CARTER, Ticket Agent, on southeast corner of Third and Water streets, Louisville, is authorized to issue tickets by the Baltimore and Ohio Railroad route.

RAILROAD TRIPS may also be had the same of the following routes: New York, Philadelphia and Railroad route, by way of the Gettysville, Ohio, and Mississippi, Little Miami, and Central Ohio Railroad, the following rates: from Louisville to Washington, the following: \$12.00 to Philadelphia, \$15.00 to New York, \$21.00.

ON SUNDAY or between the passenger takes the following rates: from New York to Washington, daily at 5 P. M., and 11:45 P. M. for Baltimore, Washington, (or Philadelphia) by close connection, arriving here in 6 or 8 hours, including stoppages. For a complete list of rates, and for general information, apply to the agent of the railroad, or to the Union.

EXCURSIONS—With their equipment of any Railroad Company in the United States, the Baltimore and Ohio Railroad Company is prepared to make an excursion to any point in the United States.

which are carried with care and dispatch, and at rates as low as those of any other first class line. The road makes immediate connections with the Pennsylvania Railroad at the streets of Baltimore with the Railroad to Philadelphia and New York, steamers of the Ericsson and Baltimore Steamship Company's lines, by canal and sea, to New York and Boston, Steamers to Norfolk, Charleston, Savannah, &c.

For particulars see freight tariff, copies of which may be had of any of the forwarding agents.

JOHN B. DODD,
Master of Transportation, Baltimore.

SHORTEST ROUTE TO BALTIMORE.
And Quickest Route to Philadelphia.

1855. Summer Arrangement. 1855.

To Zanesville, Wheeling, Baltimore, Washington City, Philadelphia, & N. Y.

ALSO TO

RICHMOND, PETERSBURG, NORFOLK, AND WILMINGTON,

BY BALTIMORE AND OHIO,

CENTRAL OHIO, AND LITTLE MIAMI RAILROADS,

VIA

Columbus and Wheeling.

THREE DAILY TRAINS LEAVE
Cincinnati at 6 a. m., 10 30 a. m., and 8 p.

TO ZANESVILLE IN 5 1/2 HOURS.
TO WHEELING IN 10 HOURS.
TO BALTIMORE IN 2 1/2 DAYS.
TO PHILADELPHIA IN 3 1/2 DAYS.
TO WASHINGTON IN 4 1/2 DAYS.

Connecting at Baltimore with Train Philadelphia, Wilmington, and Baltimore railroad, to Philadelphia. Connecting at New York with New York railroad, to New York via N. Brunswick or Albany.

This is the only route which can make the 25 1/2 hours between Cincinnati and Baltimore, arriving at Baltimore at 10 30 a. m.

This is the Quickest Route from Cincinnati to Philadelphia, arriving in advance of any other route.

The only train which can make the 28 hour run between Cincinnati and Philadelphia is the one line from Cincinnati, or by way of Harrisburg and Washington City; arriving 6 hours in advance of any other route.

LEAVE CINCINNATI BY LITTLE MIAMI RAILROAD.
Leave Cincinnati at 9 o'clock A. M., arrive at Baltimore at 12 o'clock noon. Leaves Kansasville at 12:30 P. M., and arrives at Wheeling at 2:30 P. M. Arrives at Ohio railroad, and arriving at Baltimore at 5:30 o'clock A. M. Arriving at Washington City at 11 o'clock A. M. Connecting with train at Baltimore for Philadelphia and New York direct.

Connecting at Washington for Fredericksburg, Petersburg, Richmond, etc.

On Train—Night Express—Little Miami railroad, leaves Cincinnati at 9 o'clock A. M., arrives at Zanesville at 3 o'clock A. M., leaves Zanesville at 5 P. M. and arrives at Columbus at 10 P. M.

Connecting at Wheeling with Train Baltimore and Ohio Railroad, for Baltimore and Washington.

Connecting at Baltimore with Train for Philadelphia and New York.

Connecting at Washington for Fredericksburg, Petersburg, Richmond, etc.

On Train—Night Express—Little Miami railroad, leaves Cincinnati at 9 o'clock A. M., arrives at Zanesville at 3 o'clock A. M., leaves Zanesville at 5 P. M. and arrives at Columbus at 10 P. M.

Through tickets can be procured via Baltimore to Philadelphia and New York direct.

Connecting with Train at Baltimore, for Philadelphia and New York direct.

Connecting at Washington for Fredericksburg, Petersburg, Richmond, &c.

Connecting at Baltimore for Cincinnati to Wheeling, and thence to Washington City, &c.

Express checked from Cincinnati to Baltimore, and thence to Philadelphia, &c.

Through tickets to Washington City can only be procured by this route, and this is the only route by which through tickets can be procured via Baltimore to Philadelphia and New York.

Through tickets to Winchester, Richmond, Fredericksburg, &c.

for the following cities: Jacksonville, Petersburg, Norfolk, Weirton, and Wilmington. Tickets will only be prepared by the Little Miami Route, and the only through tickets which can be purchased without detention to Charleston, Savannah, Macon, Atlanta, Augusta, and all points South.

FOR THROUGH TICKETS.

And all information at Cincinnati, please apply at the Little Miami Ticket Office, 1000 General Avenue, No. 2 Burnet House, first door west of Vine Street, Gibson House, front office; at southeast corner Broadway and Front, opposite Spencer House, and at the Little Miami Depot.

ISAAC M. SOUTHWICK,
Superintendent Central Ohio Railroad.

C. W. S. BEARD, Jr.,
Agent C. O. R., Cincinnati. 17144


NEW ALBANY & SALEM RAILROAD.

CHANGE OF STARTING TIME.
ON AND AFTER MONDAY, OCT. 1st
 1st Trains will leave New Albany as follows:
 Express Train leaves at 8:30 A. M., running directly through to Chicago, with change of car, or engine, at S. A. M.
 Accommodation Train (freight and passenger) leaves at 8 A. M.
 KENTUCKY—Through Express from Chicago, leave Michigan City at 8:30 A. M.
 Accommodation, South, leave Bloomington at 5:30 P. M.

A. M.
 Express Train will for the present
 be discontinued (see) JAS. BROOKS, Pres.

TO PITTSBURG IN 14 HOURS.
 TO PHILADELPHIA IN 30½ HOURS.
 TO BALTIMORE IN 30¾ HOURS.

LITTLE MIAMI



RAILROAD,
Via Columbus.

THE LITTLE MIAMI, VIA CO-
lumbus, being the shortest route, insures a uniform and safe speed. Connections are certain, and passengers have full time for meals. By any other route from Cincinnati, a dangerous stop is required and compelled to overcome distance, which make connections more difficult.

The Columbus being exclusively an eastern route, the time tables of the eastern roads are arranged to run in direct connection.

From Cincinnati, by the Baltimore and

THREE DAILY TRAINS.
At 6 A. M., 10 A. M., and 6 P. M.

First Train—Lightning Express. Little Miami Railroad, leaves Cincinnati at 6 o'clock A. M., for Columbus, Crested Butte, New Market, Lancaster and Philadelphia, Harrisburg and Baltimore. This is the only lightning Express Train leaving Cincinnati with reliable connection to the East.

Second Train—Express. Little Miami Railroad, leaves Cincinnati at 10 o'clock A. M., for all the above places. This train leaves Cincinnati two hours later than any

Third Train—Night Express. Same connections. Leaves Cincinnati at 8 o'clock P. M., for all the above places. This Train leaves Cincinnati one hour later than the 10:00 P. M. Train, and makes same connection. The Little Miami is the only western line to Cincinnati. All other depots at Cincinnati are western.

FOR THROUGH TICKETS

And all information, please apply at the Little Miami and Covington and Lexington Offices, No. 3 Burnside house, second door west of Vine; No. 177 Gibson House, and Old Office of the Standard, corner Broadway Front, opposite the Spencer Hotel.

P. W. STRADER, General Agent.

EXPRESS NOTICE.

Change of Time.

A DAMS EXPRESS COMPANY,
Office 545 Main street, Louisville.

On and after Tuesday, April 13, our Messenger and Express freight will leave Louisville for Frankfort and Lexington in the afternoon train. Returning, leave Lexington in the morning, at 8 o'clock.

Freight received at our office till 1 P. M.